



Snow and Ice Response

Snow and ice response for Village streets, parking lots, and sidewalks that serve active Village facilities is an essential service provided for our community. The primary goal of snow and ice response is to provide access for emergency response vehicles during winter weather and to provide access to roadways for other vehicular traffic. Although the application of salt, deicing chemicals, and snow removal does improve safety, roadways should always be used with caution during snow and ice events. If possible, we encourage drivers to avoid driving during hazardous weather conditions.

Procedures for Snow and Ice Response

Public Works leads the snow and ice response effort during inclement winter weather. Each event is evaluated and an appropriate response is planned. The areas to be plowed and/or salted are identified, equipment and materials supplies are reviewed, and crew rotations are scheduled based upon the severity and type of expected event. Response activity is adjusted in real-time as events develop.

Snow Routes

Snow routes are primary routes that need to be cleared of parked vehicles during significant winter weather events. Snow routes are marked with blue snow route signs.

The following streets, or sections thereof, are designated as snow routes:

1. Both sides of Lyndhurst Drive for its entire length;
2. Both sides of Burwash Avenue for its entire length;
3. Both sides of Prospect Avenue from its intersection with Arbour Drive to its intersection with Curtis Road;
4. Both sides of Hartwell Drive for its entire length;
5. Both sides of Church Street from the Village's municipal limits eastward to its intersection with Dunlap Avenue (U.S. Route 45);
6. Both sides of Curtis Road from its intersection with Prospect Avenue eastward to its intersection with Dunlap Avenue (U.S. Route 45);
7. Both sides of Wesley Avenue from its intersection with Curtis Road southward to its intersection with West Church Street;
8. Both sides of Wesley Avenue from its intersection with Curtis Road northward to its intersection with Regency Drive;
9. Both sides of Regency Drive East and Regency Drive West from their intersection with Wesley Avenue northward to their intersection with Burwash Avenue;
10. Both sides of Tomaras Avenue from its intersection with Wesley Avenue eastward to its intersection with Dunlap Avenue (U.S. Route 45);
11. Both sides of Declaration Drive from South Mattis Avenue eastward to its eastern terminus;
12. Both sides of Ridge Creek Road from East Airport Road to its intersection with Fieldstone Drive;
13. Both sides of Fieldstone Drive from East Airport Road to its intersection with Ridge Creek Road;
14. Both sides of Lake Falls Boulevard from First Street to its western terminus;
15. Both sides of Cascade Drive from East Airport Road to its intersection with Lake Falls Boulevard;



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16. Both sides of East Church Street from Dunlap Avenue eastward to First Street;
17. Both sides of Bradford Avenue from East Church Street to its southern terminus;
18. Both sides of Denton Drive from East Church Street to its southern terminus;
19. Both sides of Tickseed Avenue from East Church Street northward to its intersection with Sunflower Street;
20. Both sides of Prairie Rose Lane from East Church Street northward to its intersection with East Tomaras Avenue;
21. Both sides of Sunflower Street from First Street westward to its western terminus;
22. Both sides of East Tomaras Avenue from First Street westward to its intersection with Bergamot Drive;
23. Both sides of Graham Drive from Wesley Avenue to South Prospect Avenue;
24. Both sides of South Prospect Avenue from Graham Drive to West Church Street.

Snow routes will be enacted if the following events occur: a snowfall equal to, or exceeding, an accumulation of three (3) inches on street pavement; if the National Weather Service, or other public weather service, predicts a snowfall of three (3) or more inches; or if there is hazardous accumulation of other frozen precipitation within a twenty-four (24) hour period. The Village will communicate when snow routes are in effect through social and digital media. Vehicles left parked on these snow routes, after the declaration of "snow emergency," may be subject to towing.

Streets and Roadways Priority System

Priority 1: Primary arterial roadways with high traffic volume, roadways adjacent to schools, and other critical emergency response streets.

Priority 2: Secondary collector roadways and streets with medium traffic volumes.

Priority 3: Local streets with low traffic volumes.

Priority 4: Cul-de-sacs and dead-end streets.

Priority 1 and Priority 2 roadways and streets are targeted first with follow up activities focused on Priority 3 and Priority 4 locations. Response times are dependent on the severity of the weather event.

Salt and Deicing Chemical Applications

Salt and deicing chemical application are dependent on the type of winter weather event. Salt and deicing chemicals are harsh on the environment and need to be used in moderation. The most common application of salt and deicing chemicals is focused on intersections, stop bars, curves and other potentially problematic areas.

Driveway Snow Removal Tips

1. Try to avoid pushing or throwing snow into the street. This is problematic because this snow material will be pushed back into the driveway as the snow plow passes. Snow plows unload to the side of the street as plowing occurs and this cannot be avoided.
2. As you are looking at the street from your driveway, try to deposit snow on the right side of the driveway. This will also help avoid conflict with snow plowing on the streets.

In heavier snow events, you might consider clearing an area adjacent to the street to the left of your driveway (as seen in the images below).

